



# Ohio Wing Newsletter

March 2003

## Why You Need to Name the Newsletter

The "Ohio Wing Newsletter" is a temporary title.

One goal of this newsletter is to provide the squadrons with an alternate forum to present their accomplishments.

How many times have you been frustrated by not getting your news submissions published?

Many squadrons have no assigned Public Affairs Officer. This newsletter is provided to get your story out to the CAP community.

The Ohio Wing Public Affairs Office is giving you ownership of the contents of this publication.

The next issue **WILL** have a title and will publish entries submitted.

E-mail all entries to:  
"OHWGnews@hotmail.com"

The submission deadline for title entries is March 28, 2003

### NAMES ALREADY IN USE

"Observer"	Group III Headquarters
"Slip Stream"	2002 Ohio Wing
"Newsletter"	Chesapeake Composite Sq.
"7+US"	Group VII Headquarters
"Squadron News"	Columbus Senior Sq.
"Black Sheep Bugle"	Parma Cadet Sq.
"Flight Line 2001"	Medina County Skyhawks
"Latest News"	Akron/Canton Senior Sq.
"Tusco Times"	Tusco Composite Squadron



CAP Ohio Wing Commander's Call

## How do you get your story to the "Ohio Wing Newsletter" ?

Do you want to see your unit's news in the newsletter?

Here's how to submit information:

Text: Submit as a word document on floppy or e-mail as attachment

Photos: Submit prints or jpegs via postal service (not through e-mail)

Send submissions to :

Ohio Wing Civil Air Patrol

7370 Minuteman Way

Rickenbacker IAP

Columbus, OH 43217-5875

ATTN: 2Lt Frank Sarmiento, CAP

Director of Public Affairs, Ohio Wing

Digital submissions to: ohwgNEWS@hotmail.com *text files only*

Questions? Call 614-216-9122 or leave a message at 740-385-8799


# What Did You Do Last Summer?

In late June 2002, The Ohio Wing staged its first Glider Flight Encampment at the Allen County Airport, Lima, Ohio.

Four cadets, Jeff Ingersol, Matt Leske, Gordon Getzinger and Elizabeth Runion, attended the flight encampment, directed by Major John Webber. The cadets mixed ground school with flight training as they worked on completing their pre-solo requirements. The cadets flew Ohio Wing's Blanik L-23 and Michigan Wing's Schweizer 2-32.

Instructors included Captain Frank R. Coulter and Captain Milton H. Moos. Captain Fred C. Hawk and the Ohio Wing Commander, Colonel Mike Murrell, flew the C182 tow plane, graciously provided by Michigan Wing.

Many thanks were also given to those behind the scenes folks who performed the more unglamorous logistical tasks, so vital to the success of any program, including Lt. Col. Margaret J. Marshall, Capt. John Kachenmeister and SM Robert Curry.

Since completing the encampment, Jeff Ingersol, Matt Leske and Gordon Getzinger soloed in the Blanik L-23. Although weather prevented Elizabeth Runion from soloing the glider before the season ended, she did solo power at Bowling Green University. 

article & photos by: Col. Michael Jay Murrell



What do you get when you take a Cessna 182, a Blanik L23 and add a 200 ft polypropylene rope?



What happens when you add One Wing Commander, One CFI, and One Wing Runner?



# Flying !



Cadets soar in tow at Lima, Ohio Glider Camp

## Ohio Wing Commander Adds Glider Rating


**Col. Michael Jay Murrell**, Ohio Wing Commander, first became intimate with his Wing's glider program when he became a glider tow pilot during Ohio Wing's first Glider Encampment, last summer. Col. Murrell stepped into the role of tow pilot, when the pilot originally scheduled to tow became ill. Not wanting the cadets



to lose any more flying than necessary, Col. Murrell spent the day with instructors to more than satisfy FAA and CAP tow pilot requirements. "What a hoot," exclaimed Col Murrell, "hours of boredom inter-twined with moments of sheer terror. What a rush!"


After completing several training flights in the Blanik L-23, the Colonel was determined to get his rating. The opportunity presented itself in February during a vacation trip to Florida. In five days, Colonel Murrell went through ground school and flight training at Barry Soaring, North Coast County Airport,

West Pam Beach. He soloed a Krosno Peregrine KN-03A on February 6 and passed his check-ride on February 8, 2003. "I have a lot of respect for the three cadets who were able to come back to Lima to solo after their encampment," the Colonel said. "All three of them made a better first solo landing than I did. My landings did get better, though."

Ohio Wing has a very active glider program available to both cadets and seniors. The second annual Ohio Wing Flight Encampment is scheduled for July 2003. This year the Ohio Wing Commander's goal is to pre-solo up to 10 cadets in both glider and powered aircraft. No matter what, it is safe to say you will see Colonel Murrell in attendance, whether towing or flying. When he's there, no doubt, he'll be having a blast with the cadets. 



# What To Bring To The Glider Field

- Uniform requirements for CAP glider activity are casual; clothing should be comfortable and proper for the expected weather conditions.
- In hot weather, a tee-style shirt, tan shorts or lightweight pants and white socks make up the recommended “uniform”. A brimmed hat or cap will shield the head and eyes from the direct sun, and the ride will be more enjoyable. The top button of a baseball-style cap should be removed so that it does not cause damage to the Plexiglas canopy.
- Comfortable lightweight tennis shoes should be worn. Boots are NOT allowed in the glider.
- Sun block lotions SPF 15 or greater are a necessity in summer months.
- A good supply of drinking water should be brought, as water intake is essential to avoid dehydration on hot days.
- Food is not available at the airport. To assure that all flights may be completed, flights may be conducted through the normal lunch period. Brown bag lunches may be eaten on the field or someone can be delegated to make a lunch run into town.
- For sitting comfort, folding chairs, cushions or blankets may be brought. Shade will not be close at hand. The unit should bring portable canopy shelters or other sunshade structure.
- Rest rooms are available in the airport terminal building
- Cameras are encouraged to record the glider experience. Participating units are encouraged to send articles and photos to the Ohio Wing Newsletter and to CAP News. 

Contact Tom Tesar To Schedule Your Unit For Glider Flights at: [tjt@nwonline.net](mailto:tjt@nwonline.net)



Civil Air Patrol, Ohio Wing 2002 Glider Camp

Focus on  
GLR-OH 078  
**Lunken Composite Squadron #103**

The composite squadron is made up of 34 cadets and 8 active senior members. The following report is a summary of the activities that the squadron participated in during 2002.

**January -**

Members of the squadron made a field trip to a local police station and were given a demonstration of the simulated firing range and shown police investigative techniques.

**February -**

Winter Field Exercises in Whitewater Forest Preserves for a weekend.

Awarded "Squadron of the Year for 2001" at the Group I Banquet

**C/ 1Lt Amanda Lambdin** presented with Earhart Award.

**C/ Michael Appleby** received his Mitchell Award from Lt.Col Woodruff  
CPR training and certification for the entire squadron by the American Red Cross.

**March -**

Completed orientation flights for 8 cadets.

**April -**

Senior members attended Pilot/Observer training at Wright Brothers Airport.  
Safety Stand-down meeting and report to Ohio Wing Safety Officer.

**June -**

Squadron worked the Blue Ash Air Show, supplied one half of the cadet manpower for the event.

**C/Lt. Eric Reiman** attended CAP Flight School in Nebraska and awarded his Cadet Solo Wings. Now working on a Private License.

**Capt. John Witmer**, commander of the #103 completed his form-5 check ride to qualify as a CAP pilot.

Weekend training at the Ohio Wing Survival School held at Tar Hollow State Park.



Stood guard for B-29 and B-24 Bombers at Lunken for one night. Provided color guard to formally welcome the "Commemorative Air Force" to Cincinnati on their arrival. Lectures held at the ramp regarding the details and history of the aircraft.



## July -

Marched in the Fourth of July parade in Madiera, Ohio. Color guard and recruiting banners provided. Members of the squadron given O-ride on a KC-135 Fueling Tanker on a mission out of Rickenbacker ANG Base. Witnessed refueling of a C-17 at 40,000 feet. Summer CAP camps at camp Atterbury, Indiana. Squadron members attended CALFEX at Fort Knox and watched Apache helicopters and tanks participate in live fire exercises.

## August -

Visited by a Marine Sgt. Major who gave a demonstration of equipment and discussed Marine Corps history with members of the squadron. Visit to Springfield Air Guard Base for a tour of F-16 Fighters, flight simulator and flight gear. Greater Cincinnati Radio Control Club Weekend, we provided crowd control.

## October -

Cadets and Seniors participate in a "Cancer Society" charity fundraiser at the Lunken Airport.

## November -

Orientation ride in a C-130 flight from Wright Patterson AFB. Winter FTX practiced Land Navigation, ELT search techniques. **Cadet Alsfelder** receives appointment to **West Point Military Academy**.

## December -

**Cadet Frank Zuccalla** receives Mitchel Award from **Ohio Congressman Rob Portman**

In addition to all of the above activities **A/E Officer David Venturini** has set up a program to include a Private Pilot Ground School along with CAP modules in Aerospace Education; FAA maps and handouts supplement the instruction. The cadets are encouraged to get their Private Pilots Licenses as they become of age. With some diligence the cadets should be able to take the Private Pilot Written exam at the end of a years training. Monthly meetings include a regular safety awareness discussion with the cadets and seniors.

### *editor's note:*

*I was approached by Capt. Witmer in January regarding the lack of a PAO in his squadron. He asked if there was any way to get the story of his squadron's accomplishments out to the community. This newsletter is the answer to that need. Any Squadron that does not have an active PAO or newsletter can get their story told by the "Ohio Wing Newsletter"*



Lunken Composite Squadron #103  
meets Mondays at 18:30 at the Lunken Airport.

Contact: Capt. John M Witmer  
jandpwitmer@msn.com

# Safety Corner

**“Everybody is allowed 15 minutes per day to be stupid, just don’t do it in an airplane.”**

- General James "Jimmy" Harold Doolittle

Reprinted from "The Sentinel - Official Safety Newsletter of Civil Air Patrol"

## **An Aircraft Mishap Sequence Worth Discussing:**

During a Minnesota Wing cadet orientation flight, the pilot was on short final to runway 27 when an observer on the ground radioed a warning of a possible mid-air collision with an ultra light aircraft (without a radio) departing runway 36. The pilot of the C-172 then saw the ultra light, reduced power and descended rapidly to avoid a collision. The aircraft passed within 50' of one another. Because of the rapid descent, the airspeed built to approximately 75 knots, resulting in a landing approximately halfway down the 1970' turf runway. The long landing resulted in the aircraft going past the departure end of the runway and damaging both tips of the prop. The engine did not suffer sudden stoppage and the pilot deemed the aircraft airworthy. He then flew the aircraft back to its home station. He parked an appropriate distance away from the hangar and

went in to report the near mid-air collision and the prop damage. After hanging up the phone, he opened the hangar bi-fold doors from inside the hangar. He felt and heard the hangar door strike something. After going outside, he discovered that another pilot had moved the aircraft so close to the hangar that the bi-fold door struck and damaged the rudder. Both ends of an aircraft damaged on the same day!

Brief this at your next flight safety meeting and I'm sure you'll get great discussion on clearing traffic patterns, stabilized approaches, aim point / landing zone / landing in the first third of the runway, go-arounds, turf fields, runway specifications for proficiency sorties, parking / tie-down procedures, etc.

A memorable mishap that should spark lively dialogue and hopefully some lessons learned.

**Mishap Review:** The following CAP incidents were recorded last month:

### **Aircraft**


- Hard landing with tail damage
- Aircraft tail pushed into a hangar wall
- Prop struck the tow bar during engine start - not disclosed by pilot – several flights made before damage was discovered
- Wingtip collided with hangar during taxi
- Elevator struck a parked car while aircraft was pulled from the hangar
- Wingtip collided with a weather sensor cabinet during taxi
- Engine caught fire while jump-starting the aircraft to charge the battery

**(Hopefully it was not the same aircraft - ed.)**

By: HQ CAP Chief of Safety, Gary K. Woodsmall E-mail: gwoodsmall@capnhq.gov Phone: 334-953-5352

## **Local Safety Tip:**

"GLR-OH-273 Fairfield Flyers Senior Squadron recently observed a "safety stand down" to discuss relevant safety issues regarding proper taxi and tie down procedures. Among the issues discussed were the number of people that it should take to properly guide an aircraft around ground hazards during taxi, and the number required to maneuver a plane into a tie down spot or into a hangar.

Hangar rash can be avoided by properly marking the parking spot with wheel chocks and aiming stripes denoting position of the wheels and a centering spot on the hangar wall. The stripes help to line up the plane where it will not strike any obstruction on the way in. The secured back chocks stop the movement of the plane so that it does not strike the hangar wall and ensures that the nose of the plane will clear the door." 

# National News

## Volunteer Air Patrol played key rescue role

By Joanna Weiss and Sarah Schweitzer, Globe Staff, 3/8/2003

Electrician David Hull was asleep in his New Hartford, Conn., home when the call came in at 1 a.m. Monday: A single-engine plane had crashed in Massachusetts. Go search for survivors.

Within an hour, Hull and a vanful of fellow volunteers -- a retired teacher, two small-business owners, a pair of high school students -- were headed to the Massachusetts border. Twelve hours later, Hull was standing in a creek bed in Beartown State Forest, tugging off his fleece jacket liner and wrapping it around a 2-year-old boy who had miraculously survived the crash that killed his mother and two of his four brothers. His father died during the rescue.

The hunt for a New Hampshire family's downed plane drew three states' worth of rescue workers Monday: local and State Police, firefighters, and paramedics. But at the heart of the operation was an unpaid corps of pilots and first aid workers called the Civil Air Patrol. They were the first to spot the plane's locator beacon from the air; the first to arrive at the crash site; and the first to reach 2-year-old Ryan Ferris.

Ryan and his older brothers, Tyler, 10, and Jordan, 5, suffered severe hypothermia during the 18 hours before they were saved; the older boys also suffered broken limbs. Friday, Ryan's condition was upgraded from serious to fair, while his brothers remained in serious condition.

This week's rescue drew rare attention to this civilian auxiliary of the Air Force, a cross between a volunteer corps and a military outfit. Patrol members wear Air Force-issued uniforms, use military titles, and take part in 95 percent of the search missions after plane crashes across the country. And while their work usually ends when they locate downed planes, patrol members from Massachusetts and Connecticut were involved in every step of Monday's rescue effort.

Now, Hull's Connecticut-based ground crew is signed up for stress management training, a sign of how hazardous the work can be. Civil Air Patrol members venture into treacherous conditions; this week, some tramped through thick snow for miles, and some flew small planes into heavy winds. They witness gruesome accident scenes. And they often get scant recognition after government departments take over post-disaster public relations.

"They joke we're the best-kept secret because we do a lot, but a lot of other agencies may get credit for it," said Colonel Karen Payne, 59, commander of the patrol's 600-member Connecticut wing. "I never could understand, in all the years I've been in the program, why so many people don't know who we are."

Created during World War II to keep on the lookout for German aircraft, the Civil Air Patrol helped with the recovery of space shuttle remains, flew supplies to New York in the aftermath of the Sept. 11, 2001 terrorist attacks, and assisted in the search for John F. Kennedy Jr.'s plane off Cape Cod in 1999.

Some are drawn to the group's paramilitary feel, the marching and drilling and uniforms. Many enjoy teaching aeronautics and first aid to the cadets. Some join because they're pilots, looking for a chance to fly and a sense of security in case of disaster.

"It's comforting to know that if something should happen, somebody is going to be looking for them," said Colonel Fred Belden, commander of the Massachusetts Civil Air Patrol, which has 1,200 members, half of them cadets.

Monday's search in the Berkshires drew 51 patrol members from Massachusetts and dozens from Connecticut. Planes from New York were also involved. The Massachusetts wing sent planes over the state park as early as 2:30 a.m., in conditions so bad -- winds gusting at 30 miles per hour -- that Payne wouldn't put Connecticut planes in the air, and State Police helicopters were grounded.

But Major Dick Shaffner, 58, an engineering manager from Lynnfield, took off from a Beverly airport at 7:30 a.m., and circled Beartown State Forest.

Two hours later, as winds jostled the volunteers on board, he finally heard what he had been seeking: the faint whoop whoop whoop of the plane's locator beacon. He transmitted the coordinates to headquarters so paramedics could rush to the scene.

"When we know there are people involved and it's real," he said, "we push it as much as we can."

*This story ran on page B1 of the Boston Globe on 3/8/2003. Copyright 2003 Globe Newspaper Company.*

Col. Joe King  
GLR/ILWG/PAO 



# Next Issue

New NAME  
SAREX  
Flying Colors  
www.NEWS

## PAO Tips:

Spoke with "CAP News" Editor-in-Chief James F. Tynan regarding getting Ohio articles into print. (All submissions ultimately go through him.) The newspaper started out as a 12 page monthly and has grown to its current size of 32 pages. Even with the addition of 20 pages there is still not enough room to get everybody published. Following the submission guidelines (see side bar) is the best assurance of improving your chances of getting national publication. Don't stop there however, publish the story yourself in your own squadron newsletter, your group's newsletter or submit it to your "Ohio Wing Newsletter". Persistence is the key to success.

The "Ohio Wing Newsletter" will be made available through the Ohio Wing web page. This electronic version will have none of the limiting factors imposed by print cost concerns.

Thanks for your suggestions,

2Lt Frank Sarmiento, CAP, Director Public Affairs, Ohio Wing 

Write: C/O Ohio Wing Civil Air Patrol, 7370 Minuteman Way, Rickenbacker IAP, Columbus, OH 43217-5875

Call: 614-216-9122 or leave a message at 740-385-8799

eMail: sarmientoFOLDER@hotmail.com

## Submission Guidelines For "Civil Air Patrol News"

Send submissions via e-mail to **capnews@capnhq.gov**

Send only one e-mail per release. If e-mail is not possible, send via the U.S. Postal Service on 3-1/2" disk to:

Editor-in-chief, Civil Air Patrol News,  
105 South Hansell St.,  
Building 714,  
Maxwell AFB, AL 36112-6332.

Preferred formats for files are **Word** or **ASCII text**. Submissions should be sent **no later** than 45 days after the news event.

**Faxed submissions no longer accepted.**

Photos: Photos should be sent electronically or by mail using the above address. If sent electronically, send to e-mail address above as **attachments**.

Preferred formats are **TIF** and **JPG**.

Be sure to include photo credits and outline information, and an electronic copy of the story they are associated with.

If from a digital camera, resolution can be no less than 800x600; if scanned, 203dpi resolution is preferred. If photos are mailed, be sure to send them with outline and photo credit information, and a copy of the story they are associated with.

### Submission deadline:

Submission deadline is the first Monday of the month preceding the publication month.